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CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, January 14.

AN IMPERIALIST PLOT.

A story appears at considerable length in the Chinese newspapers telling of a plot in favour of the Imperialists and Yuan Shi Kai, whether engineered by him or his confederates is another question, and whether true or not is very questionable; but it is a possible turn of the tide. The story runs that it has been arranged that a large number of rowdies or hoodlums shall make an attack on the foreign Legations in Peking on a given date in such numbers as if not successful in capturing them they will still be able to do sufficient damage and kill sufficient foreigners to bring about the intervention of the Powers. This would seem to be a sort of last resource, the idea being that the Manchus, having lost China, are determined the reformers shall not step into their shoes. It is very difficult for a foreigner to know just exactly how much credence to give a story of this kind, but it is quite like Chinese character to do a thing of the kind. Not a great deal of importance need be laid on the actual story, but the native press making a good deal of it shows that there is a genuine fear of foreign intervention in the case of any indiscretions, and that the new party are going to take all precautions they can to save any external trouble. In Canton the guards around the Western suburbs and particularly in the quarter adjacent to Shamen are being increased and no rowdism is being tolerated at all.

PAVING UP ARREARS.

Yesterday the majority of the troops whose pay was in arrears were paid up-to-date at the Yamen. Money has arrived during the last few days from Hongkong, and this has enabled the authorities to tide over the present difficulty. The different regiments marched along the bund in a sort of procession with flags and bugles blowing and carrying all sorts of guns, old and new. High spirits prevailed everywhere, and showed quite clearly that if the new Government can only keep its end up in the matter of money the greatest of their difficulties is past. The troops are quite manageable and discipline is all right while they are paid up to date and the ruling party have a strong hold over all ranks; but as soon as they get a hold over the Government here by being owed money they make themselves a general nuisance to everybody. More troops still are being sent up North, and the China Merchant steamship *An Ping* is at present in the river awaiting a complement of troops for Nanking.

EVERYTHING QUIET.

All is quietness in the City just now, and there is no sign of anything about to break this order of things for some time. The weather for the past few days has been cold, damp and disagreeable and anything but ideal for the soldiers quartered on Shamen. This is the time of the year when we usually get splendid weather, and it is a great pity that it has broken down like this.

SHAMEN.

Last night about half past ten there was a trial arm on Shamen. The Klaxons went off and the whole mobile force of the island turned out to their different positions. The gunboats landed parties and for an hour the island was in a hum. Behind the different ramparts of sandbags parties were securely posted and no point of vantage was left unguarded. Everything was done in a very efficient manner, and the men from the gunboats, the R.O.V.L.I., the Baluchis and the Defence Corps all showed that they would be a force to be reckoned with in case of any real action. The retiring sounded after about an hour, and the island resumed its usual stillness.

SUPREME COURT.

Tuesday, 16th January.

IN APPELLATE JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT), AND THE PUISNE JUDGE (MR. H. H. J. GOMPERTZ).

APPLICATION FOR NEW TRIAL.

The motion for a new trial was resumed in the case of Tang Wong Shi against Lai Chi Chin. Mr. Slade, K.C. (instructed by Mr. W. B. Hind) appeared for the appellant, and Mr. Eldon Potter (instructed by Mr. Goldring) for the respondent.

Mr. Slade submitted that there was misdirection, coupled with the fact that the learned Judge, thinking the facts were sufficiently before the jury, and after hearing the evidence and the addresses of counsel, omitted to refer specifically to the facts, and did not point out to the jury that from certain facts proved and admitted, they were entitled to infer malice, and the other necessary ingredients which go to make up a cause of action. They did not have it put to them that from the same facts they were at liberty to infer that the whole thing had been done maliciously. The question of malice should have been put specifically to the jury.

Mr. Potter contended that Mr. Pollock, in the court below, opened his case as an action for malicious arrest. If he had wished to rely on the issue of false imprisonment, it would have been necessary for him to explain to the jury the two causes of action, though it might be, if he could not prove malice on the first cause of action, he would be entitled to succeed on the second cause if he could have proved that the plaintiff was imprisoned and that defendant was to blame.

The case was adjourned until to-day.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, December 26.

CHRISTMAS REFLECTIONS.

Boxing Night! and the drizzlest one in all my memory. The old saying that a "green Christmas means a full churchyard," let us hope, has outgrown its application; otherwise this is an ill-omened winter indeed. It has been a sort of Turkish bath atmosphere, punctuated by heavy downpours of rain. There has been no sign of snow, but plenty of slush. Shopkeepers declare it has been the worst season in all their memory for perishable things—the weather has been so mild. Alas! for the old-fashioned Christmas that was—according to accounts—all snow and holly and hot rum. Still there are attempts at gaiety, and though the old domesticity of the festival seems to be in danger of disappearing, the hotel managers are making it a time of revelling for old and young who can foot the bill. Every manager in town has strained his brains thinking of novel effects for Christmas and New Year parties, and some of the schemes are ingenious, even if a bit far-fetched at times. Hundreds of people came up from the country for a Christmas frolic at these merry-making hotels, mixed with a round of the entertainments outside.

"THE MIRACLE."

Perhaps the most notable of them all is the great wordless mystery play, "The Miracle" at Olympia. It is a play, a spectacle, or a feast of splendour as you like. Professor Max Rheinhardt of Berlin came over specially for Saturday night's production, as also did Humperdinck, the great composer, who was responsible for the music. "What will the English think of this?" asked a well-known foreign correspondent whom I met between the acts. I gave him the Premier's answer—"Wait and see!"—but I was rather surprised when at the finish the audience showed such tremendous and such prolonged enthusiasm. Rheinhardt, Humperdinck, the manager and the principal characters, were all called out into the arena, time and again—for London had seen something that for size and magnificence it had never seen before. It was as though one of the great outdoor pageants of Frank Lascelles had been staged under cover, with a concentration and studied beauty that a wider field would have tended to dissipate. The great Olympia hall is turned into a Gothic cathedral, with tolling bells, stained glass windows, dim religious light effects, and all the other appurtenances of a religious edifice. In the centre rises a great dazzling figure of the Madonna. The nun troop in at one end and the townspeople at the other—a chorus and principals two thousand strong. The aged abbess hands over the keys to the beautiful nun selected by the sisters, but before she closes the doors of the church the spielmann with his pipes leads her to dance among the children, and while she is thus engaged the mailed knight appears at the doorway and watches her. She feels the call of the world, but the abbess appears and condemns her as a punishment for her delays to spend the night in prayer before the Madonna. The doors are fastened securely and the long lone vigil commences. Then knocking is heard at the door, and the nun appeals to the Virgin to release her. There is no sign, so the nun runs to the door but fails to open the great lock. Again she appeals to the Virgin without effect, and at last in a frenzy she snatches the babe from the arms of the Holy Mother only to see it caught upward in a shaft of light. The doors by this time have opened and the knight appears in the church telling his fuming story of what the nun will see outside if she will come with him. They kneel together and then, when the spielmann's pipes are heard again, she consents and takes off the garments of her office. On the knight's horse she is led away. Next we see them under the trees of the forest, where she dances for the amusement of the knight. But a wonderful scene follows in which a hunting party, headed by a robber count, comes on the scene. In the fight that follows, the knight is killed and the nun is captured. There follows a carousel at the count's castle, where the spielmann is again busily piping, while the captured nun dances on the table for the delectation of the count and his retinue. The king's son enters and claims the dancer for himself. The count and he at last throw the dice for her and the king's son wins. We are shown the bed of the prince being got ready for the great indignity, but just as the mocking revelry is at its height the old king kills his son in error. The next scene shows a masque organised to console the king and wear him from his sorrow, but such is the magic effect of the nun's dancing that she is condemned to death for witchcraft after a weird effect in which all the revellers seem to be caught in a fearful catastrophe of flame. But just as the headman has raised his axe to strike, the people, electrified by her beauty, rush forward and bear her away on a horse.

In succeeding scenes she is shown as a camp follower with a baby at her breast, suffering all sorts of indignities, always lured by the spielmann's pipes and always being loved by this or that admirer. Meanwhile there has been a great uproar at the abbey, for the nuns have come in to discover that the great figure has gone. In reality the Madonna has come to life, has donned the robes of the errant nun and is performing her duties. The nuns are about to strike the sister they suppose unfaithful, when the abbess by instinct feels her divinity and all make obeisance before her. So the ministrations go on till the poor, wretched nun from the world is driven into the abbey by the storm, only to find that her baby is dead. The Madonna at the moment of her entry resumes her place on her pedestal, while the distraught wanderer gives vent to her emotions at her feet. Then the compassionate Virgin takes the dead babe to her arms and the wandering mother on seeing it falls in a swoon, as the bells of the abbey burst forth into a joyous peal that brings the nuns flocking in alarm to the edifice. There, to their amazement, they see the miracle is complete—the Madonna is re-established and the missing sister is lying prone on the floor. They demonstrate their joy in such thanksgiving that the nun returns from her faint and turns to flee. But wherever she turns the mocking laugh of the spielmann stops her. Then she flings herself in despair at the feet of the Virgin, later to rise calmly and to toll the matins bell. This gives but a sketch of three hours of such spectacle as will startle every one who goes to it. We have had things as beautiful in their smaller way, but never so perfectly attuned a cast of two thousand, never so variegated a web of sorrow and grandeur, joy and thanksgiving, ugliness and beauty, on so grand a scale as this. The nun in this case is a Russian! Natcha Trouhanova, whose emotions are so fiercely portrayed that tears stream down her cheeks as she supplicates before the Madonna.

THE ROYAL FAMILY.

At Sandringham the Royal Family, who remain in England, have been spending Christmas with Queen Alexandra. They had cables from their parents in India, a bear's head from the Kaiser and all sorts of good things from the Royal kitchens at Windsor Castle, where no matter where the Royal Christmas is spent, the chief items of the fare have been prepared for centuries. Writing of the King and Queen reminds me that I heard the other day that the visit had impressed itself so much on the minds of the illiterates, and the pictures of their Majesties had had such an effect in spreading familiarity with the appearance of the great white Emperor and his consort that the authorities are considering a wholesale distribution of royal pictures from north to south of the dependency. This is taking a leaf out of the book of Russia, where for years the officials and the nobles have seen to it that the meanest moujik's house had a picture of the "Little Father" of all the Russians, for it was found this touch of acquaintance with the Czar was a very pervading influence for loyalty. It is quite on the cards that the King will visit the Kaiser towards the end of February, after Parliament has been opened to another stormy session.

THE POWERS AND PERSIA.

While Russia is sticking her claws deeper into the Persian lamb, presumably with British acquiescence, the usual demands are heard for "compensation." Germany has not yet set up an official claim on that head, but an unofficial claim has been registered in some German papers to the effect that Germany should have some "compensation" for not meddling in the Russo-British arrangements in Persia. It is curious also that the Deutsche Bank has just sent an expert to Persia, with the approval of the Foreign Office, to report what the prospects are for extending trade. There has been such busy parrelling out of tracts of Africa that it seems about time Asia came in for attention.

LIFE BELOW STAIRS.

What servants get up to in the absence of their masters can be better guessed at than described, except in rare cases where the facts come out. A distinguished nobleman, occupying one of the most famous of London houses, has been telling his Christmas guests a weird tale of what went on "below stairs" for a long time without his knowledge. Some months ago he noticed that his house was shadowed very strictly, but he thought the police possibly had reasons for that in the ordinary course of their work. But he was more mystified when a detective called on him and asked how many men servants he had; at the same time apologising for not giving reasons for the inquiry. One particular servant was asked after and the reply was given that he was thoroughly trusted and had been there for years. About a dozen men servants were employed in all in the house. Then quite recently the detective called again and invited the nobleman to conduct him round the lower quarters of the house. Then it was discovered that a room that had been regarded by the owner as a bedroom was in reality a gambling room, and had been one for six years. There was a perfectly poised roulette table and all the equipment necessary for a Monte Carlo flight of the gambling spirit, including packs of cards, luxurious appointments, buffet, wine cooler and all the rest of it. Two other rooms were adjacent to the wine store of the house, fully equipped for card playing. It turned out that the place was used as a resort for "gentlemen's gentlemen," presided over nightly by the trusted servant aforesaid. All the servants were sworn to secrecy, and were given a share in the heavy profits of the tables. There has been no prosecution for the points of law were rather obscure on such a place, and the owner was dead against venturing the scandal. But he has made a clean sweep of the Rousehold staff, and the "gentlemen's gentlemen" are now mourning the loss of their most popular resort.

THE REVOLUTION.

U.S. TROOPS FOR NORTH CHINA.

A battalion of the 15th Infantry left Manila by the transport *Lozan* for Chingwangtao on the 12th inst. It is understood that the main force of 270 men will be stationed at Tientsin, except a few who will be posted along the stations of the Peking-Tientsin railroad. Arrangements had been made by the quartermasters to supply an entire brigade of 5,000 men instead of the four companies which received orders, and this necessitated the opening of crates and boxes and the entire change of programme by that department. The departure of the troops did not take place as soon as had been contemplated.

TRADE OPPORTUNITIES IN CHINA.

Mr. H. H. Fox, who was acting as Commercial Attaché to the British Legation in Peking last year, is now in England.

Existing conditions, he told a Press representative, are naturally somewhat unfavourable to the foreign trader, though signs are plentiful that that will pass away. Much of the weakness in trading had been due in past years to the lack of intimate acquaintance with China's real needs, a condition now being improved by the application of systematic and far-reaching methods in bringing the possibilities of China before the British trader by constant Consular reports. As an example of lack of knowledge, Mr. Fox cited the case of a British exporter who made up ribbon, who was under the impression that Chinamen required the article for the purpose of adorning the pigtail. There are not wanting signs of the Government's disposition to Westernise the whole system of China, and Mr. Fox attributes the large volume of export trade within recent times to the improved facilities for transport afforded by the railways and to the effect made during the past few years to develop China's natural resources and improve her antiquated methods of cultivation. Mr. Fox gives an instance of Japanese activity in the China trade. In 1906 that country supplied China with some 733,436 cotton pieces, whilst, according to the latest statistics, nearly 2,400,000 pieces passed from Japan to the mainland. The British authorities are fully alive to Japanese competition in the piece-goods trade, and are taking steps to develop their own business along broader lines, though, says Mr. Fox, the mastery of the superiority of the British article has never yet been questioned.

In regard to the importation of foreign clothing, as affording an index of the Westernisation of China, Mr. Fox says that the quantities imported would seem to indicate the beginnings of that revolution in Chinese dress which must follow the adoption of Western education and modes of life in the country. With the pigtail must inevitably go the long gown, because, even to Chinese eyes, there is something incongruous in the appearance of a man in a flowing robe of silk or cotton, whose close-cropped head is surmounted by a foreign cap or Panama hat, and whose feet are encased in leather boots. One consequence will be that in the near future there must be a vast demand for articles of dress, such as flat cloth caps, soft felt and straw hats, singlets, socks, and shoes, mostly of the cheapest kind. Whether the British trader will be able to compete with the Japanese remains, however, to be seen.

Another index of the China to come is seen, says Mr. Fox, in the fact that China has recently imported foreign building materials to the value of some millions sterling. In all building and furnishing materials, excellent bricks and cement, China should be an excellent customer for many years to come, the same remark applying to British machinery, which is preferred to all other of foreign make.

THE FAMINE RELIEF PROBLEM IN CHINA.

A COLONIZATION SCHEME.

A scheme described as "The Bailie Colonization Scheme" to afford permanent relief for famine refugees is receiving consideration in the North. The following brief explanation of the scheme is condensed from a letter dated December 17 from Mr. Bailie to the Central China Relief Committee.

A tract of land is to be cleared, drained and prepared for dry farming by Famine Refugees labour working in gangs under supervision. The men employed on this work will be closely watched and the land being ready, a selection from them will be made of the most suitable who together with their families will be put in tentative occupation of farms of from 20 to 50 mow in area with the prospect, if they prove industrious and honest, of becoming in the first place the settled tenants and secondly of being able to add to the original acre.

Their families are to be assisted till the first crop is harvested and there after are expected to support themselves and in addition to pay taxes sufficient to meet any Government tax on the property as a whole and interest on the money expended on giving them their start until they are established.

There is provision to enable the tenants to pay a large portion of these taxes in labour instead of cash in case the latter should be found too heavy a burden at the start.

The sum expended would be a first charge on the farm, so that they would be secured against a defaulting tenant until such times the money is repaid, which would be done by progressive instalments.

An area of 220 mow or thereabouts is to be retained by the Management of the Colony and worked as an experimental and model farm.

The numerous excellent points of the scheme briefly outlined above may be summarized thus:—

(1) Permanent betterment of the families settled on the farms.

(2) Provision of useful labour for famine refugees.

(3) Gradual removal of families from areas liable to famine as the scheme develops.

(4) Consequent increase in the general prosperity of districts dealt with.

Having carefully considered Mr. Bailie's letter, the Central China Famine Relief Committee at a meeting on December 22 passed the following resolution:—

Resolved that the Secretary correspond with Mr. Bailie to the following effect:—

1. That this Committee cordially supports the idea of settling 100 refugee families on land as outlined in Mr. Bailie's letter.

2. That for the support of 100 families whilst the land is being prepared and for implements etc., the Committee ex heretico votes the sum of \$5,000.

No money, however, to be paid till the Committee has evidence that the land has been procured and the scheme can be proceeded with.

Mr. Bailie estimates that a sum of \$3,000 will put him in a position to satisfy the Committee in terms of the above quoted resolution, and it is intended to obtain this sum as much as possible at the Gala Performance at the Lyceum on February 12 is being arranged.

The sum obtained will be handed over to the Central China Famine Relief Committee, earmarked for this special purpose, and will thus be absolutely safeguarded.

THE LEGENDRE EXPEDITION.

By the M. M. mail steamer *Caledonien*, there arrived from Shanghai a very distinguished French traveller, who is proceeding to Hanoi to wait orders as to his future movements. He is Captain Noiret of the French Army, a member of the well-known Dr. Legendre's scientific mission to Yunnan, which came to grief in the Lolo country last October, when Dr. Legendre and another companion, Lieutenant Dessier, were severely wounded by the unsophisticated inhabitants of that hospitable region.

Captain Noiret gave a representative of the *Shanghai Times* a brief but graphic and entertaining account of his travels in the remote south-west of this Empire which he has recently been traversing.

Dr. Legendre's mission was organised under the auspices of the French Ministry of Public Instruction, for the purpose of studying the economic and scientific conditions of south-west China and reporting to the Ministry upon such subjects as the products, trade and industry of the region, as well as its geology, botany, zoology and other natural features. The mission left Paris on September 10, 1910, and arrived at Yunnan on the 14th of the following November. It consisted of Dr. Legendre, Captain Noiret and Lieutenant Dessier, and a staff of servants and attendants. Dr. Legendre was in general command of the mission; Captain Noiret's duty was to survey the country traversed, to make astronomical observations and to study national history, and Lieutenant Dessier, who was the artist of the party, had a special duty assigned him in making sketches incident to the journey.

Arrived on the field, the mission lost no time in setting to work, and the region between Yunnan and Miao-miao, where the mission arrived on September 22 last year, was explored without incident of moment.

Here the members of the mission separated. Dr. Legendre and Lieutenant Dessier proceeded to the west, while Captain Noiret, accompanied only by two Chinese servants, set out for Chungking, via Chengtu, with the intention of turning back through Szechuan as soon as he had reached the Yangtze port, and rejoining his companions at Yunnan.

Captain Noiret travelled via Foonlin and Kiating, where he arrived on November 19, and five days later he reached Chengtu without having experienced any particularly exciting adventures en route. Continuing his journey, Kin Hien was reached on December 1, and Chungking on December 10, and here it was that Captain Noiret first heard of the attack upon Dr. Legendre and Lieutenant Dessier, and the disaster which had overtaken the mission. He was informed that his wounded comrades and their followers had made their way back to Ningyuen, but beyond this point he had no information as to their movements.

Upon learning what had happened Captain Noiret was for proceeding overland at once to Ningyuen, but owing to the disturbed state of the country, he was dissuaded from attempting the undertaking by the French Consul at Chungking, who was able to prove to Captain Noiret that in the conditions obtaining in the region it would be utterly impossible for him to reach Ningyuen in the way he proposed.

Captain Noiret accordingly returned to Shanghai. His intention is to go Hanoi and await instructions there either from Dr. Legendre or the French Government as to his future proceedings.

HONGKONG DIVORCE CASE.

In the London Divorce Court on December 12th before Mr. Justice Barrington Deane, the case of William A. Wildin and Wilma was heard. The petitioner, Mr. John Charles Wildin, now engaged in the Hongkong police, sought for a divorce from Emily Louisa Wildin, on the ground of her adultery. The suit was undefended.

Mr. Middleton appeared for the petitioner, who after marriage went out to Hongkong. He made his wife an allowance in his absence, and returned home in 1905 and lived with her in Longton. While at the latter place they separated, he going back to Hongkong and she to her relations at Hanley. Three years after the separation the wife, in November, 1908, had a child of which he was not the father. The birth of the child was proved by the production of the register, and a letter written by the wife was put in in which she said: "I know I have done wrong." His Lordship pointed out that there was no evidence as to the co-respondent. Mr. Middleton said they could not find him.

DORCE GRANTED.

BANK REMITTANCES BY REGISTERED LETTER.

The Vladivostok branch of the Russo-Asiatic Bank has been the victim of a piece of bad luck. It has just notified the Vladivostok post-office of the loss of a registered letter addressed to it, the letter, according to the bank's statement, containing no less than five thousand roubles. Now the post-office and the detective force are making an active search for the lost money, but as the letter has been ascertained that a registered letter has been sent to the local branch of the bank and bank was actually received at the local post office, but at the present time no trace whatever of it can be found. It appears, says the *Japan Chronicle*, that the banks and large firms have hitherto been practising a very simple means for the cheapening of the process of sending money through the mails; they have simply been sending it by registered letter. The dispatch of money by money order, on the other hand, costs three times as much. Sums amounting to 40,000 and 25,000 roubles respectively have on previous occasions been transferred to the Russo-Asiatic Bank by registered letter. Of course, in the event of the loss of the letter, the Postal Department is answerable only for the undelivered letter. In the case under review, for the loss of the registered letter with 5,000 roubles in it, the Postal Department is under obligation to give the bank only ten roubles!

MOTOR-CAR WITH WINGS.

M. Dautsch de la Mourthe gave himself an interesting Christmas present which is likely to be copied. It is called an air car, and is a Blériot aeroplane, which looks like a motor-car with wings.

The monoplane carries a wonderful little li-mousine car, quite lightly built, and fitted with four well-upholstered seats. There are doors and windows on either side. The windows are made of mica, and are shaped to offer very little or no resistance to the wind. The inside is lined with a cushion, to break the shock in case of a bump on landing. The motor and propeller are behind the car, and the driver sits in front of it. M. Blériot has made successful trial trips, and M. Dautsch de la Mourthe was thinking of crossing the Channel in his new car on New Year's eve, if the weather permitted.

INTIMATIONS

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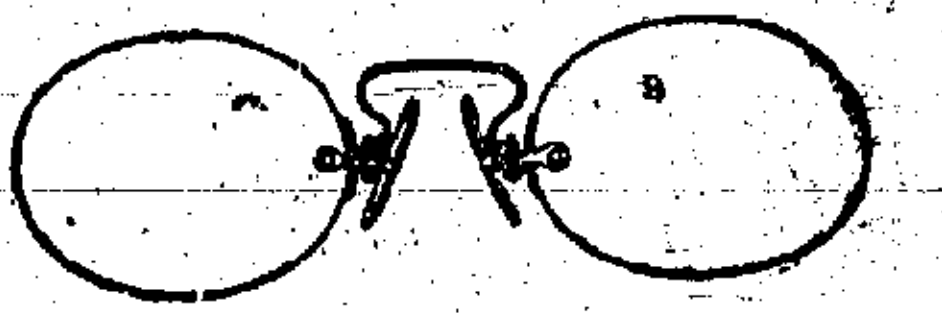
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Our Stock is Complete, Assortment Varied, in all Metals.

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NAPIER JOHNSTONES'

"SQUARE BOTTLE"

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THE SAME TO-DAY AS IN

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are Scotland's Best — "Enormously increased in food value by the addition of Plasmon." — *Lancet*.
PORRIDGE IN PERFECTION.
A minute boiling only.
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Rowland's Kalydor

Makes your skin soft and smooth.
You can easily have a clear, healthy complexion if you use

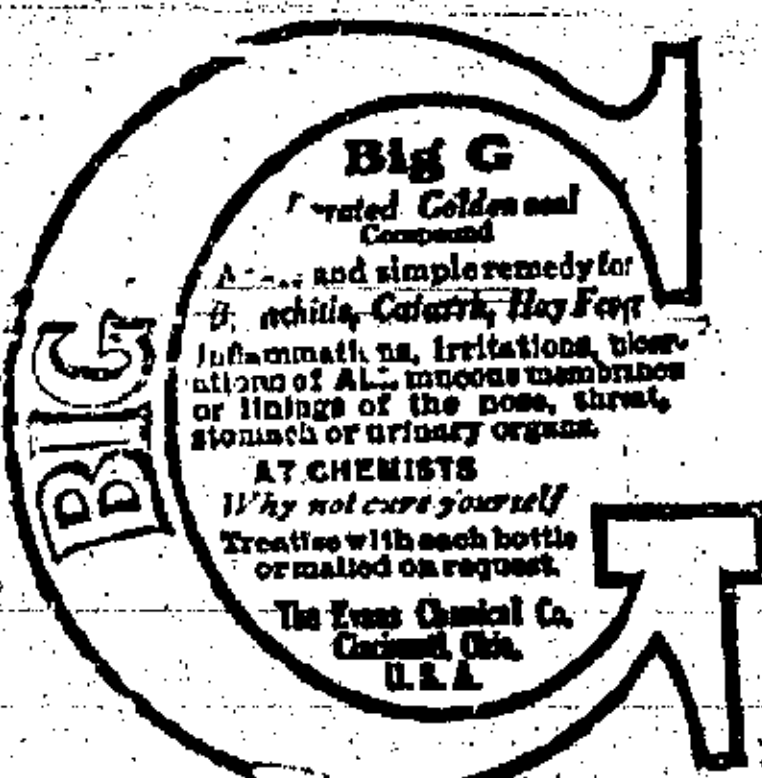
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"For Your Skin."

This world-famous preparation quickly removes freckles, redness, roughness, skin eruptions, and other disorders of the skin. It is so gentle and so effective that it is used by the most delicate of complexions. It is also used by the most robust of men. It is a perfect skin treatment. It is a perfect skin treatment. It is a perfect skin treatment.

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THE WORST COUGH
One swallow. An increasing number of cases are cured by the use of these lozenges.

Sold in bottles everywhere.



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(CHAPOTEAU)



LADIES SAFE REMEDY

SCIENTIFIC MISCELLANY.

FOREST FOES AS BAD AS FIRE.

Not least of America's undesirable importations from Europe are certain insect pests. New England, for instance, is fighting the gipsy and brown-tail moths, and in Canada, Dr. C. G. Hewitt, the Dominion entomologist, estimates that the forest ravages of the larch saw-fly and the spruce budworm, with those of some minor insects, are as serious as the losses from forest fires. Both of the chief Canadian pests have spread over large areas. The larch saw-fly, thriving on the American as well as the European larch, was first noticed in America in 1881, but two years later it had spread over New England, reaching Canada by 1882, and it continued to develop rapidly until 1885. After nearly disappearing for a few years, it has been increasing at a great rate since 1904. The spruce budworm was first seen in considerable numbers in 1909, but its spread has been most extraordinary, and it is not only defoliating the balsam and spruce in eastern Canada, but is reported to be devouring the leaves of the Douglas pine in British Columbia.

VACUUM BLAST CLEANING.

Ordinary vacuum-cleaning has not been very effective in textile machinery, on account of the adhesiveness of the oily stuff forming most of the dirt to be removed. A new system is a combination of blowing and suction. The dirt is detached by a powerful air-blast, and is then collected and deposited in a canvas bag by a low-pressure vacuum. The apparatus is simple in operation, closing a single valve changing from air-blast to suction as the little machine is carried from flame to flame.

STRANGE ELEMENTS IN PLANTS.

The importance of aluminum and manganese to plant growth has surprised plant physiologists. In Bohemia manganese has been found to add quality to hops, and a special fertilizer of manganese superphosphate is employed. The abundance of manganese and aluminum in certain leaves has suggested to Prof. Steklasa, of Prague, that these elements have a special function in the assimilation process.

COLOURED PHOTOGRAPHIC PRINTS.

The "Utocolor" photographic paper of Dr. J. H. Smith, as now being supplied by a French Society, is the result of years of experiment, and is from coloured negatives or any coloured transparency. The paper is placed under the negative in an ordinary printing frame, with a special light-filter over the frame to absorb ultra-violet rays and adjust the relative colour intensities. The gelatinous coating of the paper contains three dyes—blue, yellow, and red—which are bleached by light; and under coloured light, the dye or mixture of dyes that matches the light is changed less rapidly than the other colours, which absorb the light, the result being a reproduction of the coloured original. The ordinary exposure is about two hours in direct sunshine, or a longer time in diffused light. The print is fixed in a suitable solution, and is quite permanent in an album or other dark place, fading only slowly in a dimly lighted room.

HYPNOTIZED CRUSTACEANS.

The hypnotizing of lobsters and other crustaceans has been the curious subject of a Northumberland Sea Fisheries Committee. It has been known that lobsters could be put to sleep for a variable time by holding the head down and rapidly stroking the carapace, and one point to be determined was whether sending the blood to the head by the reversed position was essential. The horizontal position or lying on the back gave the same results. A native lobster remained motionless three hours and one from Norway 55 minutes, but all recovered when disturbed, and instantly when placed in water. Crabs became comatose in both the natural position and lying on the back. Respiration seemed to be unaffected.

A NEW PEN MATERIAL.

Rustless writing pens less expensive than iridium-tipped pens have been suggested to Heintze & Blankert of Berlin, by the hardness and unalterability of tantalum. Pens from this metal were cut, formed and split and treated with a special hardening process. Tests were made with pens of gold and steel in tracings over several miles of paper, and in the usual way, the points being then bent the hardened tantalum points proved superior to all others. The tantalum pens were uncorroded by any inks, though kept immersed several weeks.

DIAMOND HAND-SAWS.

Circular saws set with 70 to 100 diamonds in place of teeth have been used in stone cutting, but they are adapted only for small work, and a new development is a diamond hand-saw, which can cut through stone to a depth of six feet or more. This is now so perfected that it can saw marble or limestone at a speed of two inches per minute, although the old method of working a steel plate on a damp bed of sharp sand or shot could not exceed six or eight inches an hour. One of these saws already in operation in Somersetshire is a finely tempered band of steel set with 276 diamonds, which vary in weight from half a gram to a gram, and alternate

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This diagram illustrates the actual body-building power of Bovril, proved by recent independent physiological experiments to be 10 to 20 times the amount taken.

Bovril, Ltd., hold the Royal Warrant of Appointment to His Majesty King George V. as an Appointment also held for many years from the late King Edward VII.

AN EXPLOSION VOLCANO.

A notable contribution to volcano literature is a special bulletin of the Philippine Weather Bureau by Rev. M. Saderra Masó, giving an account of the Yal eruption of January 31, 1911, which caused a loss of 1,300 lives. Many eruptions of this volcano are recorded, the most disastrous in 1754, and all have been violent explosions, throwing out great volumes of dust and ashes with no trace of liquid lava. The recent eruption was preceded by three days of rapidly succeeding earthquakes. The last explosion gave rise to a great vapour column 20,000 to 30,000 feet high, seen 250 miles away; and the partial vacuum caused an inrush of air in what seems to have been a whirlwind, felt 70 miles away in Manila, and of almost hurricane violence near at hand. Magnificent lightning displays accompanied the eruption.

EVERYBODY'S DISEASE.

Tuberculin tests on 1,226 children by three Paris physicians have led to the conclusion that tuberculosis increases rapidly toward maturity, and that practically every person is at some time infected, recovery being spontaneous without trace of the disease in three persons out of four. The very sensitive test gave traces of tuberculosis in but few children of less than one year, while ninety per cent. of those over fifteen showed the tuberculin reaction, although the disease could be actually discovered in only a third as many.

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Furnished for 10 Months from 13th March next.
CRAIGSIDE, BARKER ROAD, PEAK Tennis Court.
Apply—**A. H. SKELTON,**
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No. 34, QUEEN'S ROAD CENTRAL (SHOP), opposite The Old Post Office, No. 2A, D'AGUIAR STREET, suitable for Godown, etc.
Lately occupied by Vienna Café & Co. For Particulars, etc., apply to—**CHANG FAT,**
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On or about 1st March, 1912.
SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.
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TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.
Apply—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
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NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

SS. "SHINYO MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter signature, and to take immediate delivery of Cargo from alongside.
Cargo remaining undelivered on FRIDAY, the 12th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.
No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on WEDNESDAY, the 17th inst., afternoon, will be subject to rent and landing charges.
All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.
All Claims must be filed on or before WEDNESDAY, the 24th January, otherwise they will not be recognised.

K. MATSUDA,

Agent.

Hongkong, 10th January, 1912.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "GOEBBEY" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignee BEFORE NOON TO-DAY requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 9.30 a.m.
All Claims must reach us before the 25th inst., or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:
Ex s.s. "Bonn" from Rio de Janeiro.
Ex s.s. "Halle" from Oporto.
NORDEUTSCHER LLOYD, MELCHERS & Co.,
General Agents.
Hongkong, 11th January, 1912.

mitsu bishi goshi kwaisha.

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ANCHON, British str., 1,001, Chr. Kumpel, 15th Jan.—Hohow 1st Jan., General—Butterfield & Swire.
CABLE, Diederichsen, German str., 774, C. Jungmann, 16th Jan.—Pakhoi 14th Jan., Blue—Johnson & Co.
CHOWANG, British str., 1,424, M. Courtney, 16th Jan.—Shanghai 12th and Swatow 15th Dec., General—Jardine, Matheson & Co.
DRUPAR, Norwegian str., 1,102, J. Bing, 15th Jan.—Bangkok 5th via Swatow 14th Jan., General—R. H. Lee.
FAKOTING, British str., 1,093, Harris, 15th Jan.—Swatow 14th Jan., Bullant—Butterfield & Swire.
HANFANG, British str., 1,362, J. W. Evans, 16th Jan.—Gent Port 15th Jan., General—Douglas, Laiprak & Co.
KUMANO MARU, Japanese str., 3,147, M. Winkler, 16th Jan.—Japan 9th January, General—Nippon Yusen Kaisha.
MACHIEV, German str., 996, R. G. Zeller, 16th Jan.—Bangkok 8th January, Rice—Butterfield & Swire.
NANBARO, British str., 2,591, P. M. B. Lake, 16th Jan.—Calcutta and Singapore 20th Jan., General—Jardine, Matheson & Co.
SCOTIA, British str., 3,586, G. J. Caldwell, 15th Jan.—London 2nd Dec., General—P. & O. S. N. Co.
TACOMA MARU, Japanese str., 6,178, H. Yamamoto, 15th Jan.—Manila 13th January, General—Nippon Yusen Kaisha.
TOO SUI, Chinese str., 981, K. S. Harsel, 16th Jan.—Wakamatsu 10th Jan., Coal—Mitsui Bussan Kaisha.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.
 16th January
Choshun Maru, Japanese str., for Swatow.
Cowenja, Russian str., for Amoy.
Iyo Maru, Japanese str., for Singapore.
Kioyong, British str., for Shanghai.
Si-fung, French str., for Haiphong.
Singpa, British str., for Heliow.
Socotra, British str., for Shanghai.
Yanaka Maru, Japanese str., for Nagasaki.

DEPARTURES

16th January
CALEDONIAN, French str., for Europe, &c.
HAIMON, British str., for Swatow.
HELENE, German str., for Swatow.
LOCKRUS, German str., for Heliow.
TAMING, British str., for Manila.
TAMON MARU, Japanese str., for Wakamatsu.
TAMON MARU, Japanese str., for Canton.
TOTODAS, Dutch str., for Butavia.
TUNG WAH, Chinese str., for Shanghai.

SHIPPING REPORT.

The British str. *Namang* reports: Light to moderate monsoon and fine clear weather at the way up.
 The British str. *Haikang* reports: Foulness to Amoy and Swatow, strong N.E. monsoon and rough sea; Swatow to port, moderate N.W. wind overcast and misty weather.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co. str. *Siberia* arrived at Manila on the 13th inst. and is expected to leave there on the 16th inst., arriving at Hongkong tomorrow at 10 a.m.
 The P. M. S. S. Co. str. *China* from San Francisco sailed from Yokohama on the 16th inst. and is due to arrive at Hongkong on the 23rd inst.
 The P. M. S. S. Co. str. *Manchuria* sailed from San Francisco on the 13th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 3rd prox.

THE CANADIAN MAIL.
 The C.P.R. Co. str. *Empress of Japan* left Vancouver, B.C. for Hongkong (via usual ports of call) on the 11th inst. at 8 a.m.
THE ENGLISH MAIL.
 The P. & O. S. N. Co. str. *Arctica* left Singapore for this port on the 14th inst. at 6 a.m., with the outward English Mails, and is due here tomorrow at noon.

THE GERMAN MAIL.
 The I.G.M. str. *Derfflinger* carrying the German Mails with dates from Berlin of the 27th ult. left Colombo on the 14th inst. p.m., and may be expected here on or about the 25th inst.
THE INDIAN MAIL.
 The Indo-China str. *Kurung* left Calcutta for the Straits and Hongkong on the 8th inst. and is due here about the 24th inst.

MERCHANT STEAMERS.
 The N.Y.K. str. *Nitta Maru* (Calcutta Line) left Moji on the 12th inst. and is expected here today.
 The N.Y.K. str. *Kamo Maru* (European Line) left Singapore on the 11th inst. and is expected here today.
 The N.Y.K. str. *Fuse Maru* (Calcutta Line) left Singapore on the 11th inst. and is expected here tomorrow.

The Great Northern str. *Minneola* arrived at Yokohama on the 5th inst. and leaves there on the 7th inst. for Hongkong via usual ports of call, and is expected to arrive here on or about the 19th inst.
 The Austrian Lloyd's str. *Nippon* left Singapore for this port on the 13th inst. and is expected to arrive here on the 19th inst.

The H.A. Line str. *Amelia* left Singapore on the 13th inst. a.m., and may be expected here on or about the 20th inst. a.m.
 The str. *Karanga* left Sabang on the 12th inst. and is due here on or about the 21st inst.

The A. & M. Line str. *Kavonga* passed the Suez Canal on the 29th ult. and is due here on the 28th inst.
 The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port via Singapore on the 12th inst., and is expected here on the 30th inst.

The T.K.K. str. *Kio Maru* sailed from Hongkong on the 1st inst. for Hongkong, and is expected to arrive at this port on or about the 3rd prox.
 The I.G.M. str. *Coblenz* left Sydney on the 15th inst. at 2 p.m., and may be expected here on or about the 4th prox.

The str. *Glenloch* passed the Suez Canal on the 9th inst. and is due here on or about the 9th prox.
 The Arthur Nilsson & Co. str. *Yeddo* left Port Said on the 11th inst. and is expected here on or about the 13th prox.

The T.K.K. str. *Bayo Maru* sailed from Coronel, Chile, for Hongkong on the 3rd inst. and is due to arrive at Hongkong on the 25th March.
 The str. *Sheridan* from Puget Sound left Tacoma on the 1st inst. for Hongkong and Manila via Japan Ports.
 The "Mogul" Line str. *Lenox* left United Kingdom on the 23rd ultimo for Hongkong and Far East via the Straits.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blaise Pier

3. From Blaise Pier to Naval Yard

4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BIRTH	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 20th inst. at Noon.
LONDON, ROTTERDAM & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	G. Phillips	JARDINE, MATHESON & CO., LD.	On 23rd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	S. Pass	P. & O. S. N. Co.	About 24th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SPEZIA	Ger. str.	k.w.	Rosa	HAMBURG-AMERIKA LINE	On 29th Feb.
HAYRE, ROTTERDAM & HAMBURG, &c.	SAMDA	Ger. str.	k.w.	Ernst	HAMBURG-AMERIKA LINE	On 11th Feb.
HAYRE, HAMBURG & ANTWERP, &c.	SILESIA	Ger. str.	k.w.	Diedrichsen	HAMBURG-AMERIKA LINE	On 23rd Feb.
HAYRE, ROTTERDAM & HAMBURG, &c.	AMBERIA	Ger. str.	k.w.	Deinert	HAMBURG-AMERIKA LINE	On 1st March.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	GOLDENFELS	Ger. str.	k.w.	H. Fraser	HAMBURG-AMERIKA LINE	On 28th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	Stein	HAMBURG-AMERIKA LINE	On 31st inst. at D'light.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	KANONIA	Jap. str.	—	—	HAMBURG-AMERIKA LINE	On 14th Feb.
VICTORIA, B.C. & TACOMA VIA JAPAN &c.	TACOMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at 11 a.m.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 30th inst. at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Feb. at 11 a.m.
NEW YORK	ARAGONIA	Jap. str.	—	—	HAMBURG-AMERIKA LINE	On 24th inst.
NAPLES GENOA ALGIERS, GIBRALTAR & SOUTHAMPTON	BELLOU	Ger. str.	k.w.	Meyer	NIPPON YUSEN KAISHA	On 2nd Feb. at 11 a.m.
TRIESTE, Fiume, & Venice, via SINGAPORE, &c.	PESLIA	Ger. str.	—	H. Formes	HAMBURG-AMERIKA LINE	On 24th inst.
TRIESTE, &c. via SINGAPORE, &c.	BOHEMIA	Ger. str.	—	Clunak	MELCHERS & CO.	On 22nd inst. at Noon.
BOSTON & NEW YORK	DACRE CASTLE	Brit. str.	—	—	SANDER, WIELER & CO.	On 19th Feb. at 5 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	DODWELL & CO., LTD.	About 12th inst.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	LUGERO	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 27th inst. at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SHINYU MARU	Jap. str.	—	W. Davison	CANADIAN PACIFIC R. CO.	On 7th Feb.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYU MARU	Jap. str.	—	H. S. Smith	TOTO KAISEN KAISHA	On 23rd March at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 19th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. CO.	On 27th inst. at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 2nd Feb. at 1 p.m.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—	H. Bremer	MELCHERS & CO.	On 19th inst. at Noon.
YOKOHAMA & KOBE VIA SHANGHAI	NIPPON	Jap. str.	—	F. L. Sommer	GIBR. LIVINGSTON & CO.	On 3rd Feb.
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	M. Mochida	SANDER, WIELER & CO.	On 19th inst. at 5 p.m.
KOBE & YOKOHAMA	JINSEN MARU	Jap. str.	—	L. Klugkist	NIPPON YUSEN KAISHA	To-morrow, at 11 a.m.
KOBE & YOKOHAMA	COBLENZ	Ger. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 19th inst.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 6th Feb.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	SHINYU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
JAPAN	TIMAKOK	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	On 11th Feb. at Noon.
TSINGTAU, WEIHAWEI & CHEFOO	HUNAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	Quick despatch
SHANGHAI MOJI & KOBE	HAKATA MARU	Brit. str.	—	H. Nomura	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
SHANGHAI	CHIHUA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI, KOBE & YOKOHAMA	ARCADIA	Brit. str.	—	S. Goldmann	P. & O. S. N. Co.	To-morrow, at 4 p.m.
SHANGHAI, KOBE & MOJI	AMBERIA	Ger. str.	k.w.	G. M. B. Lake	HAMBURG-AMERIKA LINE	On 19th inst. at D'light
SHANGHAI	NAMBARO	Brit. str.	—	J. B. Harris	JARDINE, MATHESON & CO. LD.	On 19th inst. at Noon.
SHANGHAI	ANHU	Brit. str.	1 m.	M. Courtney	BUTTERFIELD & SWIRE	On 24th inst. at M'night
SHANGHAI	CHOWANG	Brit. str.	—	Wm. Lloyd Jones	JARDINE, MATHESON & CO. LD.	On 21st inst. at D'light
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	F. Prosch	BUTTERFIELD & SWIRE	On 25th inst. at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DERFFLINGER	Ger. str.	—	E. F. Dald, R.N.R.	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	NILE	Brit. str.	—	Tanabochi	SANDER, WIELER & CO.	About 26th inst.
SHANGHAI	NIPPON	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 27th inst. at Noon
SHANGHAI	LINAN	Brit. str.	—	—	SANDER, WIELER & CO.	On 27th inst. at M'night
SHANGHAI	BOHEMIA	Brit. str.	1 m.	—	ARTHUR NIELSON & CO.	On 5th Feb. at 6 p.m.
SHANGHAI	YEDDO	Brit. str.	—	Rooy	JAVA-CHINA-JAPAN LINE	About 10th Feb.
SHANGHAI	TILATAP	Dut. str.	—	—	OSAKA SHOSHEN KAISHA	Quick despatch
SHANGHAI	DAIJIN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 21st inst. at 10 a.m.
SHANGHAI	ROSHU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 24th inst. at 8 a.m.
SHANGHAI	CHOSHUN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at 8 a.m.
SHANGHAI	CHIHUA	Brit. str.	1 m.	F. McGarity	BUTTERFIELD & SWIRE	To-morrow, at 11 a.m.
SHANGHAI	HAIRING	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & CO.	On 19th inst. at 11 a.m.
SHANGHAI	HAIRING	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & CO.	On 21st inst. at 10 a.m.
SHANGHAI	HAIRING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & CO.	On 25th inst. at 11 a.m.
SHANGHAI	HAIRING	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & CO.	On 20th inst. at 2 p.m.
SHANGHAI	LOONOSANG	Brit. str.	—	Leak	JARDINE, MATHESON & CO. LD.	On 20th inst. at 4 p.m.
SHANGHAI	RUBI	Am. str.	—	S. Crosby	SHEWAN, TOMES & CO.	On 23rd inst. at 4 p.m.
SHANGHAI	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI	LUERIC	Brit. str.	—	—	JARDINE, MATHESON & CO. LD.	On 27th inst. at 2 p.m.
SHANGHAI	YUENANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst. at 4 p.m.
SHANGHAI	KAPONG	Brit. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI	LOUWONG	Dut. str.	—	—	DAVID SASSON & CO. LTD.	On 22nd inst.
SHANGHAI	WAKASA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	To-morrow, at Noon.
SHANGHAI	WAKASA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	On 23rd inst. at Noon.
SHANGHAI	FOOKANG	Brit. str.	—	—	JARDINE, MATHESON & CO. LD.	On 20th inst. at Noon.
SHANGHAI	MATANG	Brit. str.	—	—	MELCHERS & CO.	To-day, at Noon.
SHANGHAI	BORNEO	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 9 a.m.
SHANGHAI	SINGAN	Brit. str.	1 m.	E. de Catalano	MESSAGERIES MARITIMES	To-day, at 9 a.m.
SHANGHAI	SI-KIANG	Fren. str.	—	—	—	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BUELOW," Capt. H. FORMES.	16,900	Wed'lay, 24th Jan. at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. PROSCH.	17,000	About 25th Jan.
MANILA, YAP, MARONN, SAMAR, RAU, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER.	6,100	(Saturday, 27th Jan. at 10 a.m.)
KOBE and YOKOHAMA	"COBLENZ," Capt. L. KLUGKIST.	6,750	About 6th Feb.
JESSELTON, KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMMEL.	5,000	(Saturday, 20th Jan. at 10 a.m.)

All the Steamers of the European Line are fitted with Wireless Telegraphy.
 New System of Telefunken.
 For Further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.
 Hongkong, 16th January, 1912.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300 "	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000 "	ON MARCH 5TH.
"YORCK"	17,000 "	ON MARCH 20TH.
"PRINZESS ALICE"	20,300 "	ON APRIL 2ND.
"LUETZOW"	17,300 "	ON APRIL 17TH.
"KLEIST"	17,000 "	ON APRIL 30TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
 CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.
 All the Steamers of the European Line are fitted with Wireless Telegraphy.
 (System Telefunken.)
 For Further Particulars, apply to
MELOHERS & Co., GENERAL AGENTS.
 Hongkong, 1st September, 1911.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE. VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY PROPOSED SAILINGS FROM HONGKONG, ST. JOHN, N.B., AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
"EMPRESS OF INDIA" SAT., 27th Jan.	"EMPRESS OF IRELAND" FR., 23rd Feb.
"EMPRESS OF JAPAN" SAT., 24th Feb.	"EMPRESS OF IRELAND" FR., 22nd Mar.
"MONTEAGLE" SAT., 23rd Mar.	"EMPRESS OF IRELAND" FR., 19th Apr.
"EMPRESS OF INDIA" SAT., 30th Apr.	"EMPRESS OF IRELAND" FR., 17th May.

Steamships leave HONGKONG at 7 a.m.
 The direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPEROR" Steamships. 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate (on Steamship) " " " 245 " " 245.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" as via Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Paddar Street and Prava opposite Blaise Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

TAIKOO DOCK YARD & ENGINEERING CO.
 OF HONGKONG AND KOWLOON.
 50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.

GRAVING DOCK 78' x 88' x 34' 6"
 Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS HANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
 Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 Noon at the Town Office.

MANAGERS AND AGENTS,
BUTTERFIELD & SWIRE,
 HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship
 "CATHERINE APCAR"
 Captain L. C. Townsend, will be despatched for the above Ports TO-MORROW, the 18th inst. at Noon.
 For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
 Hongkong, 17th January, 1912. [178]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship
 "DELTA,"
 Captain E. P. Martin, R.N.R. carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 20th inst. 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MALWA." 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay by the s.s. "CHINA," due in London on the 2nd March, 1912.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
B. A. HEWETT,
 Superintendent,
 Hongkong, 3th January, 1912. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (Direct), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KALACUT, ADEEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	19th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	20th Jan.	See Special of Call
LONDON and ANTWERP	NORE	24th Jan.	Freight and Passage.
SHANGHAI MOJI, KOBE (NILE)	ARCADIA	26th Jan.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,

Hongkong, 17th January, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG and HAIPHONG	SHANGHAI	On 17th Jan.	Noon.
AMOI and NINGPO	CHIHUI	On 17th Jan.	4 P.M.
SHANGHAI	CHINHUA	On 18th Jan.	4 P.M.
TSINGTAI, WEIHAIWEI & CHEFOO	HUNAN	On 18th Jan.	4 P.M.
SHANGHAI	ANHU	On 20th Jan.	M. night.
MANILA, CEBU and ILOILO	TEAN	On 23rd Jan.	4 P.M.
SHANGHAI	CHENAN	On 24th Jan.	4 P.M.
SHANGHAI	CHENAN	On 27th Jan.	M. night.
MANILA, CEBU & ILOILO	KAIFONG	On 30th Jan.	4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE Weekly.

SS. "LINTAN" and SS. "SANUI".
 AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
 Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of SS. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
 ("ANHU", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NT—Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
 BUTTERFIELD & SWIRE, AGENTS.
 Hongkong, 16th January, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
 via STRAITS and COLOMBO,
 to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	STEAMERS	TO SAIL
S.S. AMBRIA	...	19th Jan.
S.S. GOLDENFELS	...	28th Jan.
S.S. SUEVIA	...	15th Feb.
S.S. BELGRAVIA	...	26th Feb.
S.S. SACHSEN	...	8th March
S.S. C. FERD. LAETZ	...	30th March

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 15th January, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND MOJI	NAMSAUNG	Friday, 19th Jan.
MANILA	LOONGSANG	Saturday, 20th Jan.
SHANGHAI	CHOYSANG	Sunday, 21st Jan.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Tuesday, 23rd Jan.
MANILA	YUENSANG	Saturday, 27th Jan.
SANDAKAN	MAUSANG	Wednesday, 31st Jan.

FOR THE MANILA CARNIVAL—FEBRUARY 3rd to 10th, 1912.
 A special reduced fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 20th and 27th January, available for 30 days from Date of issue. Passengers taking out these tickets are exempt from the Head Tax.

RETURN TOURS TO JAPAN,

(Occupying 24 Days).

The Steamers "KUTSANG", "NAMSAUNG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagtzee Ports, Tsingtau, Weihaiwei, Chefoo, Tsingtau and Newchwang.
 Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Wenkan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.
 or Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.

Hongkong, 17th January, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. W. Evans	THURSDAY, 18th Jan., at 11 A.M.
"CAIQUING"	Capt. W. C. Passmore	SUNDAY, 21st Jan., at 10 A.M.
"HAIYAN"	Capt. J. S. Rosch	THURSDAY, 25th Jan., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 13 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 19th Jan., at 11 A.M.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 23rd Jan., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
 For Freight and Passage, apply to—
 DOUGLAS, LAIR & Co.,
 GENERAL MANAGERS.

Hongkong, 17th January, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 16th Feb., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 15th March, at Noon.
TENYO MARU	21,000	E. B. Stevens	FRIDAY, 15th Mar., at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
 The Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th January, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 8th March, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)
 The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 13th Feb., at Noon, 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 13th February, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-10-0
" VALPARAISO	£57-0-0
To HONOLULU	£29-0-0
" SAN FRANCISCO	£25-0-0
" CHICAGO	£35-10-0
" NEW YORK	£40-0-0
" LONDON VIA NEW YORK	£45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned. These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.
 Through Bills of Lading issued to North, Central and South American Ports.
 For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

61]

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 17th JAN., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

2

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKOHAMA, AND YOKOHAMA	"TACOMA MARU"	6,128	WEDNESDAY, 24th Jan., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKOHAMA, AND YOKOHAMA	"PANAMA MARU"	6,059	SATURDAY, 3rd Feb., at 11 A.M.

From Hongkong, Shanghai and Keelung ... G. \$130.00

From Nagasaki, Moji, Kobe and Yokohama ... G. \$110.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Wool and Fur. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

FOOCHOW via SWATOW

TAMUI via SWATOW

ANPING via SWATOW

AMOI

"CHOSHUN MARU"

"DAIJIN MARU"

"SOSHU MARU"

WEDNESDAY, 17th Jan., at 8 A.M.

SUNDAY, 21st Jan., at 8 A.M.

WEDNESDAY, 23rd Jan., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

772-773

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
COLOMBO				
Steamer	Tons	P.M. SATURDAY	Steamer	Tons
ARCADIA	7000	February 3	MANTUA	11000
HIMALAYA	7000	February 17	MACEDONIA	10500
ASSAYE	7500	March 2	MOREA	11000
INDIA	8000	March 15	Through Steamer	
DEVANHA	8000	March 30	MOLDAVIA	11000
DELTA	8000	April 13	HALOJA	12500
ASSAYE	7500	April 27	MONGOLIA	10000
OCIANA	7000	May 11	MALWA	10000
DEVANHA	8000	May 25	CHINA	8000
DELTA	8000	June 8	MACEDONIA	10500
ARCADIA	7000	June 22	MOREA	11000

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
 1st SALOON £71.10 SINGLE. £106.14 RETURN.
 2nd £43.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
 INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR
 LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
 PROPOSED SAILINGS.

STEAMERS	Leave	Due
	HONGKONG	LONDON
NYANZA	7000	February 7
NILE	7000	March 6
NUBIA	6000	April 3
SUMATRA	5000	April 17
NAMUR	7000	May 1
PALAWAN	5000	May 15
BOERNE	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
 FARES TO LONDON:
 1st SALOON £55.0 SINGLE. £82.10 RETURN.
 2nd £38.10 £57.4

For further Particulars, apply to—
 E. A. HEWETT,
 SUPERINTENDENT.

1086

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS

STEAMERS

TONS

SAILING DATES

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID

HIRANO MARU

Capt. H. Fraser, 9,000

{WEDNESDAY, 31st Jan., at Daylight.

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA

{AWA MARU

Capt. T. Iizawa, 7,000

{TUESDAY, 30th Jan., at Noon.

VICTORIA, B.C. & SEATTLE

{SADO MARU

Capt. T. Iizawa, 7,000

{TUESDAY, 13th Feb., at Noon.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

{SANUKI MARU

Capt. Richardo, 7,000

{SATURDAY, 27th Jan., from Kobe

BOMBAY via SINGAPORE, and COLOMBO

{KUMANO MARU

Capt. M. Winckler, 6,000

{FRIDAY, 19th Jan., at Noon

Kobe and YOKOHAMA

{YAWATA MARU

Capt. T. Sekine, 5,000

{FRIDAY, 16th Feb., at Noon

NAGASAKI, KOBE & YOKOHAMA

{WAKASA MARU

Capt. N. Nielsen, 7,000

{MONDAY, 22nd Jan.

SHANGHAI, MOJI & KOBE

{KAMO MARU

Capt. F. L. Sommer, 9,000

{THURSDAY, 18th Jan., at 11 A.M.

Kobe

{YAWATA MARU

Capt. T. Sekine, 5,000

{WEDNESDAY, 17th Jan., at Noon

{HAKATA MARU

Capt. Nomura, 7,000

{WEDNESDAY, 17th Jan.

{JINSEN MARU

Capt. M. Machida, 4,000

"GRAETZIN."

METALLIC FILAMENT
LAMPS

Saving in current 70%

EHRICH & GRAETZ,
BERLIN S. O. 36.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 12th January, 1912. [48-19]**CH. WEISS, TROSSINGEN.**
WEISS'S MOUTH ORGANS
ARE THE BEST!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 12th January, 1912. [48-21]

Hoehi

—gout américain—

Extra Dry

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 12th January, 1912. [48-22]

POST OFFICE NOTICE

The Parcel Post system to the following places in China is for the present suspended: Hupoh, Seachuan, Hunan, Kweichow and Tengkueh.

The *Aranda*, with the English Mail, left Singapore on Sunday, the 14th inst., at 5 a.m., and may be expected here to-morrow, at Noon. This packet brings parcel mails closed in London for despatch by the all sea route on the 13th December, and for despatch overland on the 20th December.

FOR	PER	DATE
Fort Bayard and Haiphong	Si-Kiang	Wednesday, 17th, 8.00 A.M.
Amoy, Straits and Hongkong	Canton	Wednesday, 17th, 9.00 A.M.
Yokohama and Haiphong	Singapore	Wednesday, 17th, 11.00 A.M.
(Taking Mail for Pakhoi)		
Nagasaki, Kobe and Yokohama	Yamato Maru	Wednesday, 17th, 11.00 A.M.
Yokohama	Yamato Maru	Wednesday, 17th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 17th, 1.15 P.M.
Shanghai, Hongkong and Kobe	Hakata Maru	Wednesday, 17th, 2.00 P.M.
Amoy and Ningpo	Chihli	Wednesday, 17th, 3.00 P.M.
Swatow and Hongkong	Drufar	Thursday, 18th, 8.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Thursday, 18th, 10.00 A.M.
Singapore, Penang and Calcutta	Catherine Apeur	Thursday, 18th, 11.00 A.M.
Macao	Sui Tai	Thursday, 18th, 1.15 P.M.
Shanghai	Chihli	Thursday, 18th, 3.00 P.M.
Swatow, Weihaiwei and Chefoo	Aranda	Thursday, 18th, 5.00 P.M.
SHANGHAI	Haiman	Friday, 19th, 10.00 A.M.
Swatow	Namsang	Friday, 19th, 10.00 A.M.
Shanghai, Kobe and Moji		
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Kunano Maru	Friday, 19th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. SIBERIAN MAIL TO EUROPE.

Macao, Jezelet, Kait and Sandakan. Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 19th inst., at 5 P.M.

Manila, Cebu and Iloilo. Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. SIBERIAN MAIL TO EUROPE.

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COMMERCIAL.

CLOSING QUOTATIONS.

January 16th	
On LONDON—	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days' sight	1/10 1/2
Bank Bills, at 4 months' sight	1/10 1/2
Credits, at 4 months' sight	1/11 1/2
Documentary Bills 4 months' sight	1/11 1/2
On PARIS—	
Bank Bills, on demand	237 1/2
Credits, at 4 months' sight	242
On GERMANY—	
On demand	193 1/2
On NEW YORK—	
Bank Bills, on demand	45 1/2
Credits, at 60 days' sight	46 1/2
On BOMBAY—	
Telegraphic Transfer	139 1/2
Bank, on demand	140
On CALCUTTA—	
Telegraphic Transfer	139 1/2
Bank, on demand	140
On SHANGHAI—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
On YOKOHAMA—	
On demand	91 1/2
On MANILA—	
On demand	80 1/2
On SINGAPORE—	
On demand	113 1/2
On BATAVIA—	
On demand	4 1/2 p.m.
On HANKOW—	
On demand	81 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.55
GOLD LEAF, 100 fine, per leaf	\$55.80
BAR SILVER, per oz.	25 1/2

SUBSIDIARY COINS.

	per cent.
Chinese 20 cents pieces	\$5.50 discount
Chinese 10 "	\$5.12 "
Hongkong 10 "	\$5.12 "
Hongkong 10 "	\$5.31 "

SHARE LIST.—QUOTATIONS. HONGKONG, JANUARY 16th, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$885, sellers
China Borneo Company, Limited	60,000	\$12	all	\$104, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.30, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$8 1/2
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 80, sales
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$54, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 50, sales
Loan-Kung-How Cotton Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 65
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 28
DAIRY FARM COMPANY, LIMITED.	40,000	\$7 1/2		\$20
DOCK AND WHARVES.				
Hkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$55 1/2, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$47
New Amoy Dock Co., Limited	10,000	\$64	all	\$8
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 58
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 95
Green Island Cement Co., Limited	400,000	\$10	all	\$4, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200
Hongkong Electric Co., Limited	60,000	\$10	all	\$21
Hongkong Hotel Company, Limited	12,000	\$50	all	\$113, buyers
Manila Metropolitan Hotel Limited	8,000	\$25	all	\$72, buyers
Hongkong Ice Company, Limited	15,000	\$10	all	\$9 1/2, sellers
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$217, sellers
Hkong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$18
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$197
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$131 1/2, sales
China Traders Insurance Co., Limited	24,000	\$83 1/2	\$20	\$105
Hongkong Fire Insurance Co., Limited	4,000	\$250	\$50	\$361, sales
North China Insurance Co., Limited	10,000	\$15	\$2	Tls. 147 1/2, buyers
Union Insurance Society, Limited	12,000	\$250	\$50	\$850, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$20	\$212 1/2, @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$102 1/2, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$64
Kowloon Land and Building Co., Ltd.	9,000	\$50	all	\$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 95
West Point Building Co., Limited	12,500	\$50	all	\$50, buyers
Matschappij tot Mijn- Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 35, sal. & bu.
MINING.				
Compagnie Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$695
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.80
Peak Tramways Co., Limited	25,000	\$10	all	\$11.10
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$101, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$34, sellers
STEAMSHIP COMPANIES.				
Compagnie Generale Transatlantique Co., Ltd.	30,000	\$25	all	\$10 1/2, sal. & bu.
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$58 L/don.
Shell Transport & Trading Co., Limited	60,000 def.	\$25	all	\$58 L/don.
Star Ferry Company, Limited	2,500,000	\$1	all	\$4 1/2, sellers
South China Moring Post, Limited	10,000	\$10	all	\$27 1/2
Steam Laundry Company, Limited	6,000	\$25	all	\$17
STORES AND DISPENSARIES.				
Camphill, Moore & Co., Limited	1,200	\$10	all	\$20, buyers
Wm. Powell, Limited	15,000	\$7	all	\$5, sales
Watkins, Limited	10,000	\$10	all	\$3, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5, sellers
Wolfsmann, Limited	3,000	\$10	all	\$15, buyers
Gaudet Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ord.	\$10	all	\$10
Union Waterboat Co., Limited	100 shares	\$10	all	\$500
	50,000	\$10	all	\$7 1/2, buyers

Daily Wire			
Loans.	Amount.	Value.	Interest.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum
		VERNON & SYMIE, Share Brokers.	

TO-DAY
3 P.M.—Auction of Booths and Mats held on the Spot, by Messrs. Hughes & Hough.

FORTHCOMING EVENTS.
Thursday, 25th Jan.—Eleventh Ordinary Meeting of The Hongkong Land Reclamation Co., Ltd., 11.30 A.M.
Thursday, 25th Jan.—Twenty-Fourth Ordinary Meeting of The West Point Building Co., Ltd., 11.45 A.M.
Thursday, 25th Jan.—Twenty-Fourth Ordinary Meeting of The Hongkong Land Investment and Agency Co., Ltd., Noon.
Tuesday, 6th Feb.—Ninety-First Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.

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[31]

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